



## Earnings Presentation

Fourth Quarter & Year Ended December 31, 2014

February 13, 2015



## Forward-Looking Statements

*Statements in this presentation may be "forward-looking statements" within the meaning of federal securities laws. The matters discussed herein that are forward-looking statements are based on current management expectations that involve risks and uncertainties that may result in such expectations not being realized. Actual outcomes and results may differ materially from what is expressed or forecasted in such forward-looking statements due to numerous potential risks and uncertainties including, but not limited to, the need to manage our growth and integrate additional capital, acquire additional vessels, volatility in the dry-bulk shipping business and vessel charter rates, our ability to obtain sufficient capital, the volatility of our stock price, and other risks and factors. Forward-looking statements made during this presentation speak only as of the date on which they are made, and Euroseas does not undertake any obligation to update any forward-looking statement to reflect events or circumstances after the date of this presentation.*

*Because forward-looking statements are subject to risks and uncertainties, we caution you not to place undue reliance on any forward-looking statements. All written or oral forward-looking statements by Euroseas or persons acting on its behalf are qualified by these cautionary statements.*

*This presentation also contains historical data about the dry bulk and containerized trade, dry bulk and containership fleet and dry bulk and containership rates. These figures have been compiled by the Company based on available data from a variety of sources like broker reports and various industry publications or represent Company's own estimates. The Company exercised reasonable care and judgment in preparing these estimates, however, the estimates provided herein may not match information from other sources.*

*This presentation shall not constitute an offer to sell or the solicitation of an offer to buy securities, nor shall there be any sale of securities in any jurisdiction in which such offer, solicitation or sale would be unlawful under the securities laws of such jurisdiction.*

## 2014 Fourth Quarter & Full Year Overview

- Financial Highlights - 2014:

	Fourth Quarter		Full Year	
Net Revenues	\$11.5 m		\$40.6 m	
Net Loss	(\$7.0) m		(\$17.9) m	
Adj. Net Loss Available to Common Shareholders <sup>(1)</sup>	(\$3.8) m	(\$0.07)/share <sup>(2)</sup>	(\$15.8) m	(\$0.29) / share <sup>(2)</sup>
Adj. EBITDA <sup>(1)</sup>	\$0.3 m		(\$0.5) m	

(1) See press release of 02/13/2015 for reconciliation of Adj. Net Loss Available to Common Shareholders to Net Loss and Adjusted EBITDA to Net Loss and Cash Flow from Operations

(2) Basic and diluted

## Operational Highlights

### ➤ *Containerships*

- Tiger Bridge : Fixed \$7,000 p.d. for 3-6 months
- Marinos : Fixed \$7,000 p.d. for 10 days but then remained idle for 16 days and thereafter fixed for 28-180 days for \$6,500 p.d.
- Ninos: Extended til-30/6/15 at \$8,400 p.d.

### ➤ *Bulkers*

- Aristides NP : Finished is previous contract and is currently seeking for employment
- Eirini P : Fixed for min 10 mos / max 13.5 mos. New hire will be first 20 days at \$5,000 p.d. and the remaining at 103% of BPI 4TC
- Eleni P : extended at 97% of BPI 4TC for min 12 mos / max 15 mos
- Monica P : Fixed for abt 70 day trip to USG with hire \$5,500 pd for the first 60 days and \$10,100 pd thereafter
- Aristides NP: Fixed till March'15 for \$4,400 p.d.

### ➤ *Drydock/repairs*

- None last quarter.

# Current Fleet (not including Euromar vessels)

Name	Type	DWT	TEU	Built / To be built	Year Acquired
<b><u>Newbuilding Program</u></b>					
Hull No YZJ1116	Kamsarmax	82,000		2015	2014
Hull No YZJ1153	Kamsarmax	82,000		2016	2014
Hull No DY160	Ultramax	63,500		2015	2013
Hull No DY161	Ultramax	63,500		2016	2013
<b><u>Vessels in the water</u></b>					
Eirini P	Panamax	76,466	-	2004	2014
Pantelis	Panamax	74,020	-	2000	2009
Eleni P	Panamax	72,110	-	1997	2009
Aristides NP	Panamax	69,268	-	1993	2006
Monica P	Handymax	46,667	-	1998	2009
Evridiki G	Intermediate	34,677	2,556	2001	2008
Angeliki P	Intermediate	30,360	2,008	1998	2010
Tiger Bridge	Intermediate	31,627	2,228	1990	2007
Despina P.	Handysize	33,667	1,932	1990	2007
Captain Costas	Handysize	30,007	1,742	1992	2007
Joanna	Handysize	22,301	1,732	1999	2013
Marinos	Handysize	23,596	1,599	1993	2006
Manolis P.	Handysize	20,346	1,452	1995	2007
Ninos	Feeder	18,253	1,169	1990	2001
Kuo Hsiung	Feeder	18,154	1,169	1993	2002
<b>Total</b>	<b>19 vessels</b>	<b>892,519</b>	<b>17,587</b>	<b>19.00 (w/o the nb's)</b>	

Drybulk Carriers

Containerships

## Euromar Joint Venture

Name	Type	DWT	TEU	Built
<b>AKINADA BRIDGE</b>	<b>Post Panamax</b>	<b>71,366</b>	<b>5,600</b>	<b>2001</b>
<b>CAP EGMONT</b>	<b>Intermediate</b>	<b>41,850</b>	<b>3,091</b>	<b>2007</b>
<b>ALANCA SAN MARTIN</b>	<b>Intermediate</b>	<b>37,180</b>	<b>2,785</b>	<b>2007</b>
<b>EM ASTORIA</b>	<b>Intermediate</b>	<b>35,600</b>	<b>2,778</b>	<b>2004</b>
<b>EM CORFU</b>	<b>Intermediate</b>	<b>34,654</b>	<b>2,556</b>	<b>2001</b>
<b>EM CHIOS</b>	<b>Intermediate</b>	<b>32,350</b>	<b>2,506</b>	<b>2000</b>
<b>EM ATHENS</b>	<b>Intermediate</b>	<b>32,350</b>	<b>2,506</b>	<b>2000</b>
<b>EM ANDROS</b>	<b>Intermediate</b>	<b>33,216</b>	<b>2,450</b>	<b>2003</b>
<b>EM ITHAKI</b>	<b>Intermediate</b>	<b>28,917</b>	<b>2,135</b>	<b>1999</b>
<b>EM HYDRA</b>	<b>Handysize</b>	<b>23,400</b>	<b>1,736</b>	<b>2005</b>
<b>EM SPETSES</b>	<b>Handysize</b>	<b>23,400</b>	<b>1,736</b>	<b>2007</b>
<b>Total</b>	<b>11 vessels</b>	<b>394,283</b>	<b>29,879</b>	<b>11.4 yrs</b>

Containerships

➤ Original capital commitment has been contributed:

- Total capital invested \$175m ..
- ..of which \$25m are from Euroseas.
- Further Euroseas' commitment of \$5m as preferred equity.
- Current cash position of about \$24.6m.

➤ Has bought 11 containerships

- Ten between 1700 and 3100 teu and one post-panamax.



Market Overview



## Market Highlights – Fourth Quarter 2014 and Feb-2015

### Bulkers

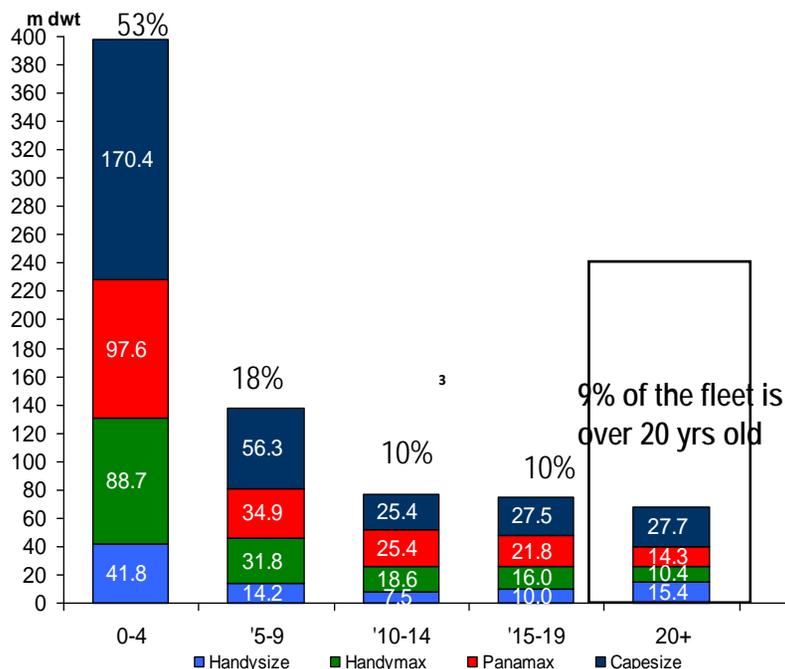
- BDI dropped eventually from 1063 points (10/1/2014) to 782 (12/24/2014), after increasing in-between with a peak of 1484 in early November, and currently stands at 540 (02/12/2015)
- Cape Spot rates followed a similar pattern: from \$11,974/day (10/1/2014) to \$26,105 in early November to \$3,670 by year end, and currently stand at \$6,358
- Panamax Spot rates started Q4'14 at \$6,834/day fluctuating up to \$9,946 in November but then dropped to \$6,821 by year end and currently stand at \$3,911
- Supramax Spot rates started Q4'14 from abt \$10,928/day dropping to abt \$9,273 at year end and currently stand at \$5,186
- 1-yr TC for also declined across all sizes:  
Capes from \$17,000/day to \$11,500; Panamaxes from \$10,500 to \$7,250; Supramaxes from \$11,000 to \$8,750/day
- Vessel prices continued their downward trend throughout 2014 and are now at their lowest levels, well below their historical averages .

### Containerships

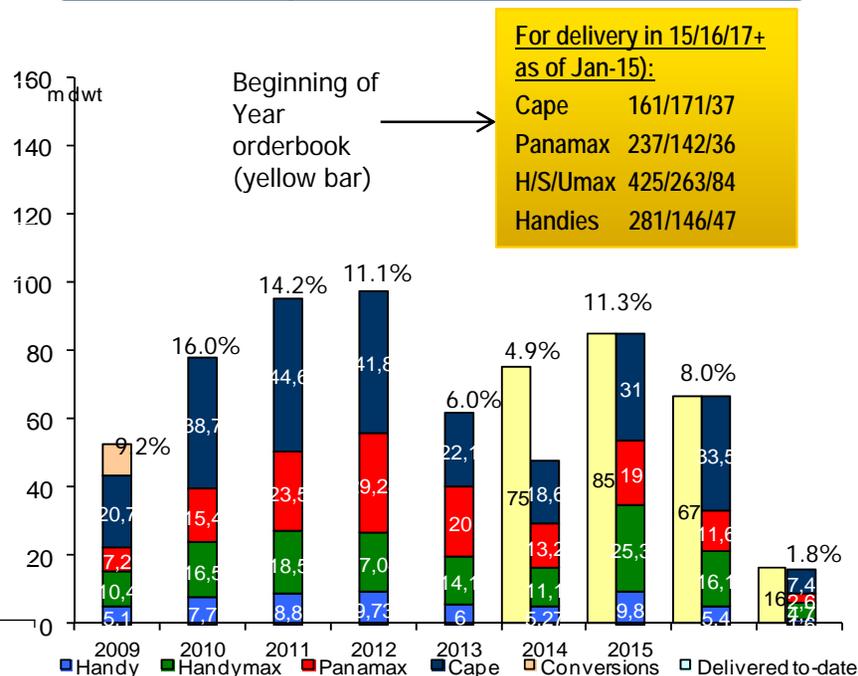
- Rates have been rather “stable” in the 1,700 and 2,500 TEU segments, although the lack of such tonnage in the Caribs/WCSA have recently pushed the rates up. The panamax+ segments are continuing their upward movement.
- Secondhand prices have hovered around all time low levels last seen in 2013; newbuilding prices have held stable
- Idle fleet falls to a 40-month low, the surge in demand for ships caused by the worst-ever port congestion on the US West Coast, has driven the idle containership to below 200,000 teu for the first time since August 2011.

# Drybulk Age Profile & Orderbook Delivery Schedule

## Dry Bulk Age Profile



## Dry Bulk Orderbook



**Large bulkers are still young**

**Large Vessels Dominate Orderbook**

Source: Clarksons, as of January 2015. 2009-2013 fleet percent change includes scrapping and other additions and removals.

In 2009, scrapping accounted for 10 m dwt (3%), conversions for 10.9 m dwt and other removals for 1.7 m dwt, and slippage & cancellations (28.5 m dwt) for 40% of the scheduled deliveries.

In 2010, scrapping accounted for 5.7 m dwt (1.2%), slippage and cancellations (47 m dwt) accounted for 37% of the scheduled deliveries.

In 2011, scrapping accounted for 22.2 m dwt (4.2%), slippage and cancellations (43 m dwt) accounted for 29% of the scheduled deliveries.

In 2012, scrapping accounted for 32.9 m dwt (5.3%), slippage and cancellations (40 m dwt) accounted for 30% of the scheduled deliveries.

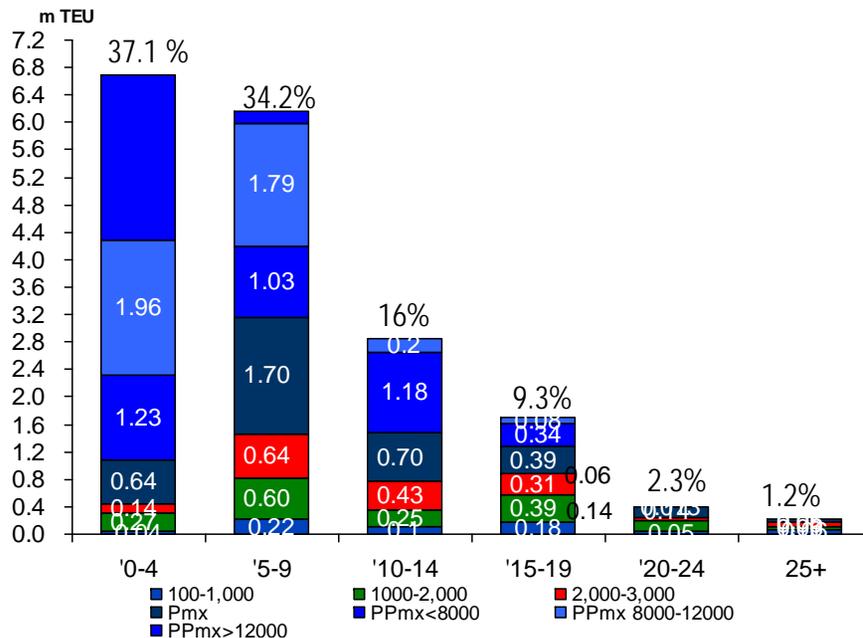
In 2013, scrapping accounted for 21.62 m dwt (3.2%), slippage and cancellations (39 m dwt) accounted for 39% of the scheduled deliveries.

In 2014, scrapping accounted for 15.9 m dwt (2.2%), slippage and cancellations (27 m dwt) accounted for 36% of the scheduled deliveries.

In 2015/16/17 deliveries are given as percent of fleet of previous year calculated without accounting for scrapping, other removals or conversions.

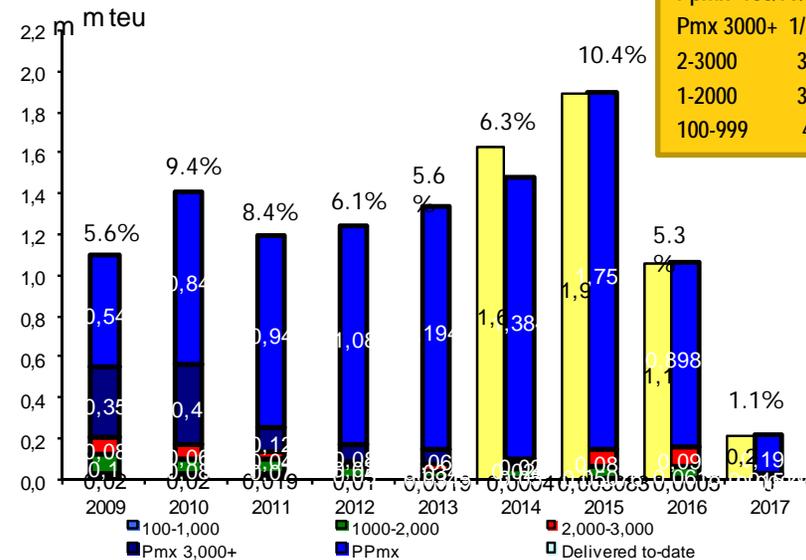
# Containership Age Profile & Orderbook Delivery Schedule

## Containership Age Profile



**Overall A Young Fleet**

## Container Orderbook



For delivery in 15/16/17(as of Jan-15)  
 Ppmx 166/79/27  
 Pmx 3000+ 1/1/0  
 2-3000 36/39/6  
 1-2000 34/40/6  
 100-999 4/1/0

**Large Vessels Dominate Orderbook**

Source: Clarksons as of January 2015

In 2009, scrapping accounted for 0.35 m teu, or 2.9% of the fleet. Slippage and cancellations of about 1.0 m teu accounted for about 50% of the scheduled deliveries.  
 In 2010, scrapping accounted for 0.26 m teu, or 1.9% of the fleet. Slippage and cancellations of about 0.5m teu accounted for about 25% of the scheduled deliveries.  
 In 2011, scrapping accounted for 0.08 m teu, or 0.5% of the fleet. Slippage and cancellations of about 0.5m teu accounted for about 27% of the scheduled deliveries.  
 In 2012, scrapping accounted for 0.32 m teu, or 2.1% of the fleet. Slippage and cancellations of about 0.1m teu accounted for about 10% of the scheduled deliveries.  
 In 2013, scrapping accounted for 0.43 m teu, or 2.6% of the fleet. Slippage and cancellations of about 0.5m teu accounted for about 27% of the scheduled deliveries.  
 In 2014, scrapping accounted for 0.39 m teu, or 2.3% of the fleet. Slippage and cancellations of about 0.15m teu accounted for about 9.1% of the scheduled deliveries.  
 From 2015 onwards, percent fleet change is calculated based on the fleet of the previous year calculated without accounting for scrapping, other removals or conversions.

## World Economic Growth

U.S. - the growth engine with volatility; Europe - risk of deflation; World - uncertainties remain.

### Positives:

- The US performing better than expected. Pro-business government elected in India. Lower oil prices can boost the world economy as the decline is mainly due to higher supply. Bank stress test exercise in Europe produced better than expected results and QE announced recently by Draghi should help growth.
- Growth is expected to remain high in emerging Asia but lower than expected in Oct. 2014: subdued in Brazil.

### Negatives:

- Instability in the Middle East and Ukraine. Protracted adjustment to diminished expectations e.g. China is decelerating, possibly by 0.5% p.a. due to lower investment growth. Focus shifts to reducing the effects of rapid credit growth; reduced policy response to moderation. Weak investment and deflationary concerns in the Eurozone with interest rates being close to zero. The win of the radical left party Syriza in Greece has given hope to the other radical parties in Europe, mainly in Spain and France. Rising US dollar mutes the scale of oil price decline outside the USA.
- Costlier funding when the Fed hikes rates will hit countries with high deficits.

## World GDP & Shipping Demand Growth

Real GDP (% p.a. - IMF)	2010	2011	2012	2013	2014	2015	2016
USA	2.8 (2.7)	1.8 (3.0)	2.8(1.8)	1.9 (1.2)	2.4 (2.8)	3.6 (3.1)	3.3 (3.0)
Eurozone	1.8 (1.0)	1.5 (1.5)	-0.7 (-0.5)	-.0.5 (-0.4)	0.8 (1.0)	1.2 (1.3)	1.4 (1.7)
Japan	4.3 (1.7)	-0.6 (1.7)	1.4(1.7)	1.5 (2.0)	0.1 (1.7)	0.6 (0.8)	0.8 (0.8)
China	10.3 (10.0)	9.3 (10.3)	7.7 (8.2)	7.7 (7.6)	7.4 (7.5)	6.8 (7.1)	6.3 (6.8)
India	9.7(7.7)	6.3 (8.4)	3.2 (7.0)	4.4 (3.8)	5.8 (5.4)	6.3 (6.4)	6.5 (6.5)
Russia	3.7 (3.6)	4.3 (4.5)	3.4 (3.0)	1.3 (1.5)	0.6 (2.0)	-3.0 (0.5)	-1.0 (1.5)
Brazil	7.5 (4.7)	2.7 (4.5)	1.0 (3.0)	2.3 (2.5)	0.1 (2.3)	0.3 (1.4)	1.5 (2.2)
ASEAN-5	6.7 (4.7)	4.5 (5.5)	6.2 (4.8)	5.2 (5.0)	4.5 (5.1)	5.2 (5.4)	5.3 (5.5)
<b>World</b>	<b>5.0 (3.9)</b>	<b>3.9 (4.4)</b>	<b>3.1 (3.3)</b>	<b>3.0(2.9)</b>	<b>3.3(3.7)</b>	<b>3.5(3.8)</b>	<b>3.7(4.0)</b>

### Dry Bulk Trade (% p.a.)

Tons	13.0 (5.0)	7.0 (6.0)	7.0 (4.0)	6.0(5.0)	4.0(5.0) <sup>2</sup>	3.7 (4.0)	3.5 (4.0)
------	------------	-----------	-----------	----------	-----------------------	-----------	-----------

### Containerized Trade (% p.a.)

TEU	13.1 (8.0)	7.2(8.7)	3.1 (7.0)	5.0 (4.8)	6.0(6.0)	6.7(6.7)	6.8(7.0)
-----	------------	----------	-----------	-----------	----------	----------	----------

(1) Sources:

*GDP* - International Monetary Fund: 2010-2014 and start of year estimates (in parentheses), 2015/16 IMF Forecasts (Jan-15), previous estimates (Figures in Parenthesis-Oct 14)

*Trade* – Clarksons estimates 2014-2015 (Dec-14) for Drybulk and 2014/15 (Dec-14) for Containers, Company estimates 2016 (Drybulk), 2016 (Containers), trade outlook takes into account revised economic views. 2010-2013 and start of year estimates (in parenthesis). Previous estimates (figures in parenthesis) November 2014 ( Drybulk, 2014 Clarksons, 2015/16 Company Estimates, Containerships 2014/15 Clarksons, 2016 Company Estimates)



## Outlook Summary – Bulkers

### Bulker trends

- Market fundamentals for 2015/16 appear challenging:
  - New vessel deliveries have slowed down in Q4 2014 and moved into 2Q1 015, a shift which is expected to create additional pressure on rates during Q1 2015
  - Any possible upside in the market in 2015/16 currently relies on demand recovery
- China remains the main source of drybulk trade growth although its economy seems to be adjusting to a “new norm” of lower growth rate.
  - Iron ore imports is the commodity with the greatest prospects despite elevated stocks at port facilities.
  - There is a question about Chinese coal imports due to recent Chinese environmental concerns and falling gas and oil prices. There is also upside for grain imports.
- Increased “efficiency” of operations will likely decrease demand for ships.
  - Slow-steaming seems to have reached its limits. Softening oil prices could reverse that trend.
  - Port efficiency appears to quickly improve which is not good as it reduces demand for ships.



## Outlook Summary – Containerships

### Containership trends

- The supply/demand balance is expected to be neutral in 2015 and in favor of demand in 2016 with a gradual improvement of rates over the next 2 years.
  - Currently, idle fleet stands at a 7-year low allowing any demand increase to flow down to rate increases
- Demand prospects are expected to improve in 2015 and 2016 by 6-7% but are still shaky in view of the “fragile” economic environment.
  - IMF recently downgraded growth forecasts, however the prospects of the US economy which is one of the main drivers were upgraded significantly
- The ordering frenzy that dominated the market until the end of Q1 2014 seem to have stopped.
  - However, plan for ordering of Mega vessels from the various alliances AGAIN creates worries for the 2017 onwards prospects as, already, 11 (and likely 3 more) mega vessels are reported/rumored ordered
  - The orderbook in the sub-Panamax sector seems to be very tight however different trading patterns and cascading have kept rates in that sector still very low.
- High scrapping levels and also limitations in the cascading will eventually balance the market



Chartering, Operations & Investment Strategy



# Vessels Employment Chart – Bulkers

Coverage: As of February , 2015: 42% in 2015 and 13% in 2016 basis min durations  
*(includes ships on index charters and assumes Kmax1,Ultra1 delivered by 1/1/2016 ,Ultra2 by 4/1/2016 and Kmax2 by 1/1/2017)*

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
	15 Q1			15 Q2			15 Q3			15 Q4			16 Q1			16 Q2			16 Q3			16 Q4				
ARISTIDES N.P.	\$4,400																									
MONICA P	\$5,500		\$10,100																							
PANTELIS	105% BPI 4-TC/Unlimited period with 2 mo notice																									
EIRINI P	\$5,500(20 days), 103% BPI 4-TC																									
ELENI P	97 % BPI 4-TC																									
KAMSARMAX 1												\$14,100 till Jan 2020 + \$14,350 One more year/CHOPT														
KAMSARMAX 2	Under Construction																									
ULTRAMAX 1	Under Construction																									
ULTRAMAX 2	Under Construction																									

Minimum TC period
  Re-delivery range
  Under Construction

# Vessels Employment Chart – Containerships

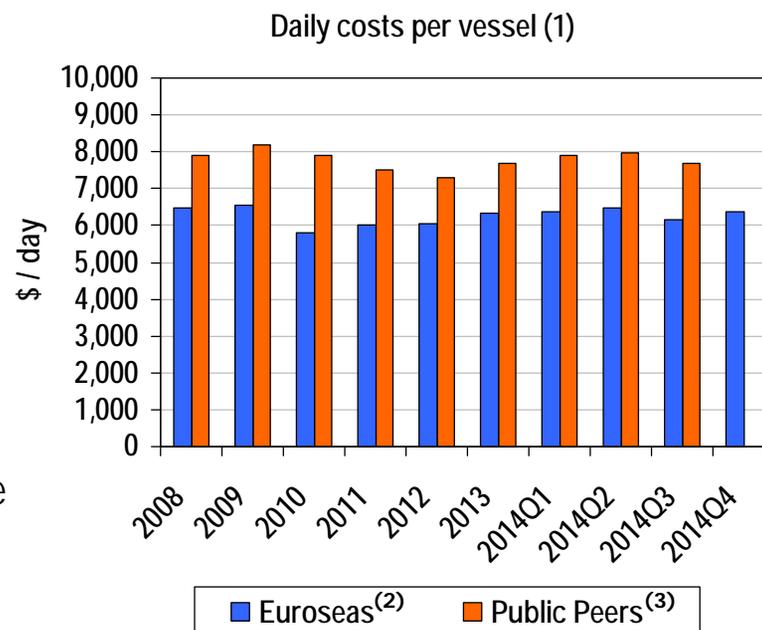
Coverage: 24% in 2015 (based on min duration & 40% in 2015 based on max duration)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec			
	14 Q1			14 Q2			14 Q3			14 Q4			15 Q1			15 Q2			15 Q3			15 Q4					
AGGELIKI P	\$6.000			\$6.950						\$6,900																	
MARINOS	\$7.150			\$7,150						Idle	\$7k	\$6,500															
NINOS	\$8.200						\$8,400																				
TIGER BRIDGE	6,800			\$6,800						\$7,000																	
DESPINA P	\$6.400			\$6.950						\$6,950																	
EVRIKIKI G	\$8.000			\$8.200																							
MANOLIS P	\$7.200			\$7.200																							
JOANNA	\$7.500			\$7.500			\$400k	DD	Idle	\$7250																	
CPT. COSTAS	\$6.500						\$7.750																				
KUO HSIUNG	\$7.700			8,700																							

Minimum TC period
  Re-delivery range
  Optional period

## Fleet Management & Operational Performance

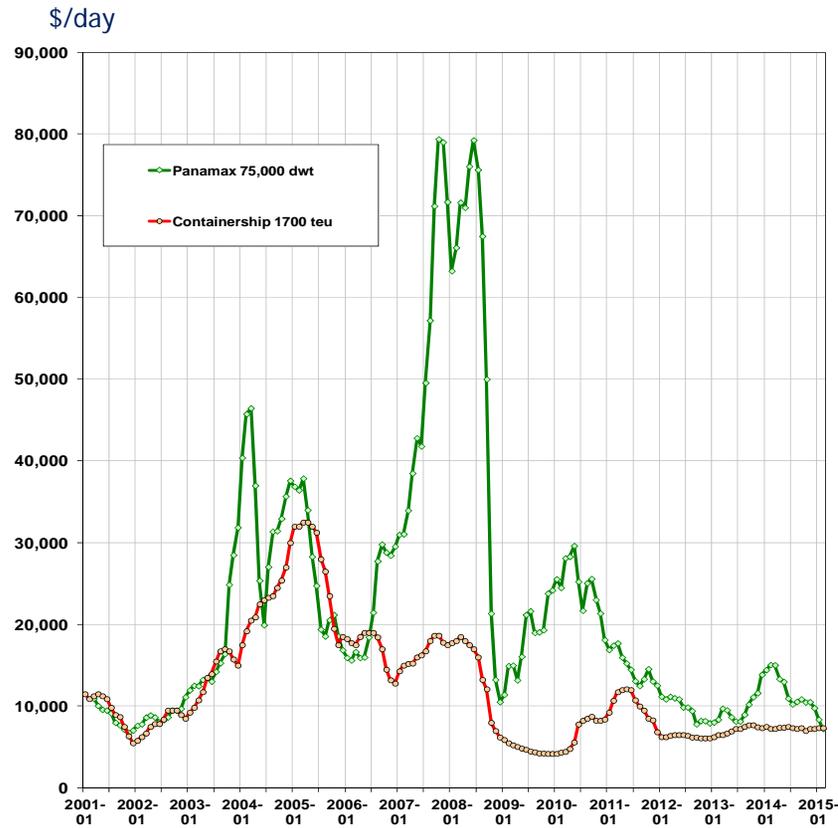
- Operational fleet utilization rate in excess of 98.5% over last 5 years.
  - Outstanding safety and environmental record.
  - For 2014Q4, operational fleet utilization 99.5% and commercial 100%.
  - For 2013, operational fleet utilization 98.9% and commercial 96.8%.
  
- Overall costs achieved are amongst the lowest of the public shipping companies.



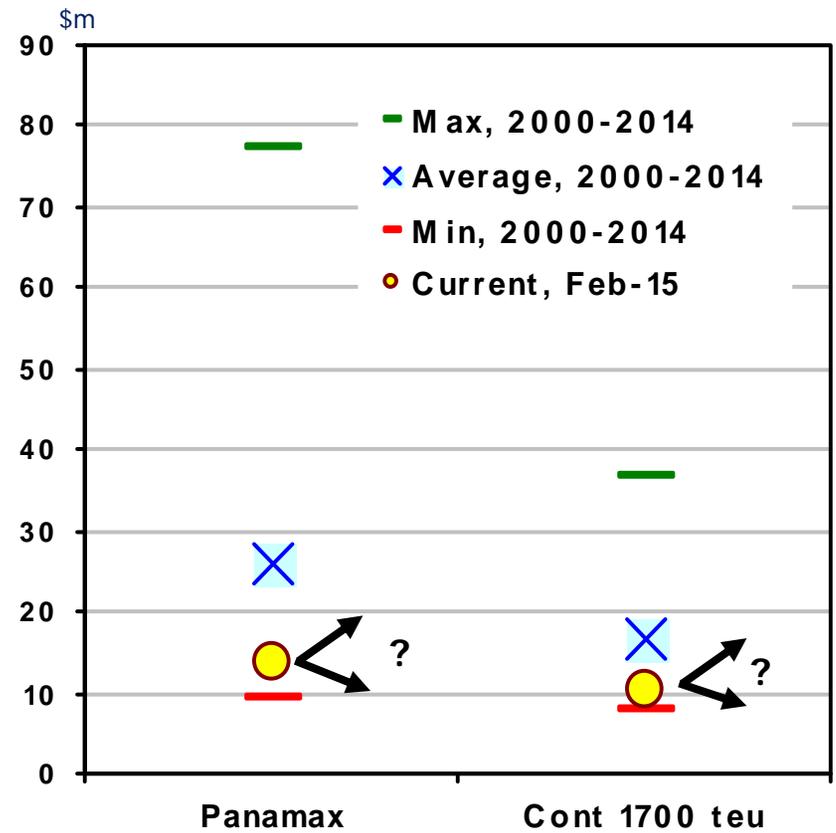
- (1) Includes running cost, management fees and G&A expenses (not drydocking expenses)
- (2) 2009 figure was increased by abt \$600/day to account for the lower cost of the 3 laid-up vessels; 2010 figure was increased by abt \$300/day to account for the lower cost of the laid-up vessels (2 in 2010H1 and 1 in 2010Q3);
- (3) Peer group currently includes DCIX, GSL, TEU, DSX, SSW, CMRE, PRGN, DAC & SBLK.

# Market Snapshot – Investment Opportunities

## 1-Year Time Charter Rate



## 10-yr old Price Historical Range



Source: Clarksons

A large cargo ship is shown from an elevated perspective, sailing on a choppy sea. The ship's hull is dark blue, and its superstructure is white. It has several masts and cranes. A blue star logo is visible on the white superstructure. The text "Financial Overview" is overlaid in red on the ship's deck area.

Financial Overview

## Financial Highlights: 4<sup>th</sup> Quarter and Full Year of 2013 and 2014

(in million USD except per share amounts)	Fourth Quarter			Full Year		
	2013	2014	change %	2013	2014	change %
<b>Net Revenues</b>	\$9.7	\$11.5	19.4%	\$39.2	\$40.6	3.8%
<b>Net Loss</b>	(\$86.1)	(\$7.0)		(\$103.4)	(\$17.9)	
<b>Net (Gain) / Loss on Sale of Vessel</b>	\$0.0	\$0.0		\$1.9	\$0.0	
<b>(Gain) / Loss on Derivatives</b>	\$0.1	\$0.0		\$0.2	\$0.4	
<b>Impairment Loss</b>	\$78.2	\$3.5		\$78.2	\$3.5	
<b>Adjusted Net Loss</b>	(\$7.8)	(\$3.4)		(\$23.1)	(\$14.4)	
<b>Preferred Dividends</b>	\$0.0	(\$0.4)		\$0.0	(\$1.4)	
<b>Adj. Net Loss available to Common Shareholders</b>	(\$7.8)	(\$3.8)		(\$23.1)	(\$15.8)	
<b>Adjusted EBITDA <sup>(1)</sup></b>	(\$0.1)	\$0.3		(\$1.7)	(\$0.5)	
<b>Adjusted EPS, Basic &amp; Diluted <sup>(2)</sup></b>	(\$0.17)	(\$0.07)		(\$0.51)	(\$0.29)	

(1) See press release of 02/13/2015 for Adjusted EBITDA reconciliation to Net Income and Cash Flow from Operations.

(2) Calculated on 45,617,130 and 45,442,841 shares for 2013 and on 57,219,248 and 54,794,181 for 2014.

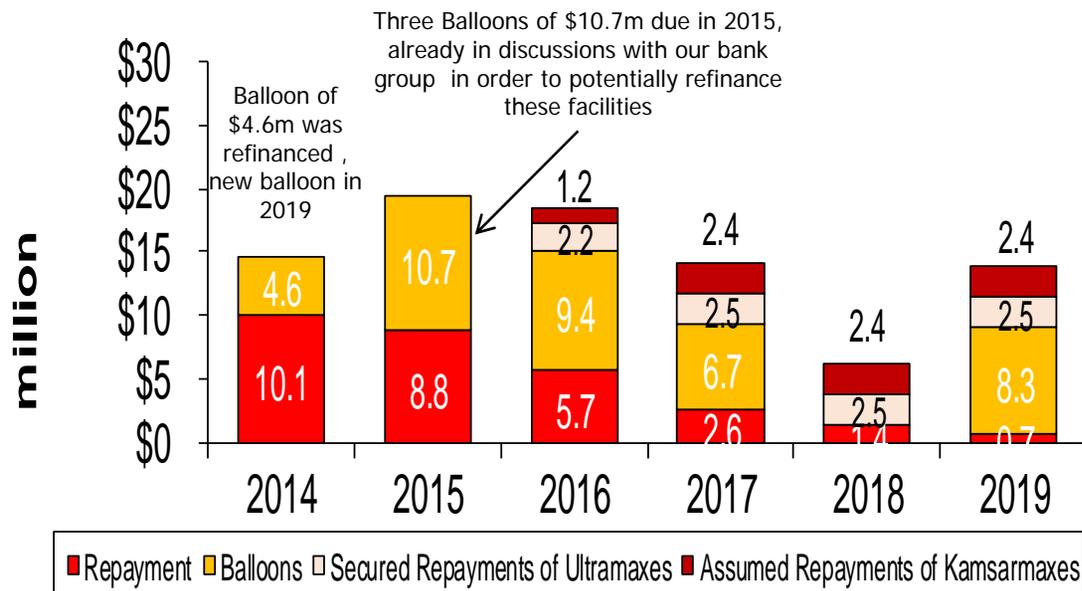
## Fleet Data for 4<sup>th</sup> Quarter and Full Year of 2013 and 2014

<b><u>Fleet Statistics</u></b>	<b>Fourth Quarter</b>		<b>Full Year</b>	
	<b>2013</b>	<b>2014</b>	<b>2013</b>	<b>2014</b>
	<b><u>(unaudited)</u></b>		<b><u>(unaudited)</u></b>	
<b>Number of vessels</b>	<b>14.00</b>	<b>15.00</b>	<b>14.56</b>	<b>14.60</b>
<b>Utilization Rate (%)</b>				
<b>Overall<sup>(1)</sup></b>	<b>98.8%</b>	<b>92.9%</b>	<b>95.7%</b>	<b>97.7%</b>
<b>Commercial<sup>(1)</sup></b>	<b>100.0%</b>	<b>93.4%</b>	<b>96.8%</b>	<b>98.0%</b>
<b>Operational<sup>(1)</sup></b>	<b>98.8%</b>	<b>99.5%</b>	<b>98.9%</b>	<b>99.7%</b>
<b>Averages in usd/day/vessel</b>				
<b>Time Charter Equivalent (TCE)<sup>(2)</sup></b>	<b>\$ 7,923</b>	<b>\$ 7,824</b>	<b>\$ 7,945</b>	<b>\$ 7,529</b>
<b>Operating Expenses</b>				
Vessel Oper. Exp. excl. laid-up	\$5,934	\$5,843	\$5,665	\$5,661
G&A Expenses	\$805	\$515	\$667	\$659
<b>Total Operating Expenses</b>	<b>\$6,739</b>	<b>\$6,358</b>	<b>\$6,332</b>	<b>\$6,320</b>
<b>Interest Expense</b>	<b>\$331</b>	<b>\$426</b>	<b>\$347</b>	<b>\$404</b>
<b>Drydocking Expense</b>	<b>\$299</b>	<b>\$29</b>	<b>\$718</b>	<b>\$372</b>
<b>Loan Repayments</b>	<b>\$4,979</b>	<b>\$2,364</b>	<b>\$3,000</b>	<b>\$2,756</b>
<b>Total Cash Flow Breakeven</b>	<b>\$12,348</b>	<b>\$9,177</b>	<b>\$10,397</b>	<b>\$9,852</b>

- (1) Utilization Rate is calculated excluding scheduled offhire (drydockings and special surveys) and vessels in lay-up. Scheduled offhire amounted to 0.0 and 85.0 days for the fourth quarter and full year of 2014.
- (2) TCE calculation shows the gross rate the vessels earn while employed; it excludes periods during which the vessels are laid-up or offhire for commercial or operational reasons.

# Debt Repayment Profile

## Debt Repayment Schedule – As of 02/13/2015



**Notes:**

Assumed repayments include repayments of committed (for 2 Ultramax vessels) and assumed loans for the kamsarmax newbuildings in 2016 and 2017.

## Cash Flow Breakeven

» Cash Flow Breakeven - rough estimate for next 12 months:

	<u>\$/vessel/day</u>
OPEX	\$ 5,720
G&A	\$ 720
Interest	\$ 550
Drydock	\$ 700
<u>Loan Rpmt(*)</u>	<u>\$ 3,460</u>
<b>TOTAL</b>	<b>\$11,150</b>

(\*) Corresponds to \$10.7m for balloon payments and \$8.8m for loan repayments scheduled in the next 12 months. Without including the balloon payments, the Cash Flow Breakeven rate would be approx \$9,150/vessel/day, i.e. \$2,000 lower.



## Balance Sheet & Other Data

- **Cash as of December 31, 2014: \$ 33.4m**
  - \$25.4m unrestricted – and about \$8.0m of restricted funds and retention accounts.
- **Debt: \$54.3m as of December 31, 2014**
  - Debt to Capitalization ratio about 36%.
  - Debt to Market Value of Fleet ratio about 57% & Net debt to Market Value of Fleet ratio about 22%.
  - Loan covenants satisfied.
- **Capital commitments over 2015-2016**
  - Newbuilding drybulk investment program of about \$118 million to be financed with typical levels of debt and equity (equity already raised).
  - Concluded one loan agreement and are in process of concluding a second for the post-delivery financing of the NB Ultramaxs to be delivered in Q4-'15 & in Q1-'16, for 60%-70% advance ratio.
    - One Kamsarmax to be delivered in Q4-2015 still needs to be financed, but since it has a 4-yr TC at \$14,100/day it should be possible to secure financing closer to delivery date.
    - In effect, NB debt financing risk has been removed until Q4-2016 when we take delivery of our last Kamsarmax vessel.
  - Majority of funds raised in the beginning of 2014 will be used to partly finance the equity portion of the newbuildings

## Euroseas Contacts

### **Euroseas Ltd.**

c/o Eurobulk Ltd  
4, Messogiou & Evropis Street  
151 24 Maroussi, Greece

[www.euroseas.gr](http://www.euroseas.gr)

[euroseas@euroseas.gr](mailto:euroseas@euroseas.gr)

Tel. +30-211-1804005

Fax.+30-211-1804097

or,

### **Tasos Aslidis Chief Financial Officer**

Euroseas Ltd.  
11 Canterbury Lane  
Watchung, NJ 07069

[aha@euroseas.gr](mailto:aha@euroseas.gr)

Tel: 908-3019091

Fax: 908-3019747

### **Nicolas Bornozis Investor Relations**

Capital Link, Inc.  
230 Park Avenue, Suite 1536  
New York, NY 10169

[nbornozis@capitallink.com](mailto:nbornozis@capitallink.com)

Tel: 212- 6617566

Fax: 212-6617526